



Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

TO INSURE YOUR EYES
AGAINST
THE GLARE
YOU SHOULD WEAR
CROOKE'S GLASSES
N. JAZARUS,
Optician,
13, Queen's Road C.

No. 20,001

號一第萬二第

日五初月六年戌壬

HONGKONG, SATURDAY, JULY 29TH, 1922.

六拜禮

號九十二月七年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION
A NEW SPECIALITY
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot climate, lighter than the well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO. LTD.

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE No. 75.

CARTRIDGES!
NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favorite powder—E. C. and SMOKE-LESS DIAMOND.
THE HONGKONG SPORTING ARMS & AMMUNITION STORE,
Nos. 5-6, Beaconfield Arcade.

A LING & CO.,
19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO
GOODS STORE.
Glass Etching, Sign-Board and
Mirror Making.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

PEAK TRAMWAY CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 12 " "
11.30 " " 12.30 p.m. " " 1 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
10.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SUNDAYS
Extra Car—12 midnight.

7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 12 " "
12.30 noon " 1.00 p.m. " " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS
As on Week Days
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, 40, VICTORIA ROAD.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment of 100/- has been made in Bank Notes or Cheques or Comproadors Order, representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	Thru Exp.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local

THE LIGHTERAGE DISPUTE. EFFECT UPON THE NAM PAK HONGS.

Negotiations are still proceeding in regard to the lightermen's strike. The present trouble has arisen as to the translation of an agreement drawn up in Chinese when a settlement was reached in a previous dispute a few months ago. The English text of the first clause of this agreement says that a day is from 6 a.m. to 6 a.m. next day, but if work continues after 10 p.m. an addition of 25 per cent. is to be made. This rendering of the original agreement is disputed. The parties are also at issue with regard to clause No. 6 of the agreement which provides that all other conditions of the agreement can be waived if the parties agree to make a special contract. The lightermen claim that any contract made under this clause must include the conditions set out in the other clauses. The other side do not regard this as intended in the original settlement.

This dispute principally affects the Nam Pak Hongs—the big Chinese firms importing essential commodities. Their tallymen or stevedores (*gonk dim*), who engage native lighters for the transport of cargo are banded together in the Kung Ping Guild, which is fighting the present dispute with the lightermen who, of course, are master men and not employees. Members of the Kung Ping Guild have received, by long usage, for at least 50 years—a rebate of 5 per cent. on all transactions with lightermen; they have recently pressed for an increase to 10 per cent. but this the lightermen have refused and the two parties are now somewhat antagonistic.

The Nam Pak Hongs are leaving it to their tallymen to settle their dispute through the latter's Guild. There is very little business doing in Bonham Strand West, just now, in consequence of this trouble, but otherwise the Nam Pak Hongs are not financially affected. Most of them, now-a-days, do business on a commission basis, receiving two per cent. from the consignor and two per cent. from the purchaser, also adding all charges to their bill. They are not concerned, therefore, as to the rate finally agreed upon; theirs is the comfortable reflection that "the consumer pays."

THE TYPHOON. YESTERDAY'S BLOW.

Following upon the hoisting of No. 4 typhoon signal on Thursday afternoon, the wind freshened considerably during the night and by yesterday morning the harbour presented a very choppy appearance, which had the effect of causing all small craft to make for the typhoon shelters. Steam launches in the harbour seemed to be experiencing a very rough time, and at times were almost enveloped in spray. The ferry boats also came in for a good rocking, the spray at times coming over front portions of the top decks.

The No. 4 signal remained hoisted throughout the day. Yesterday's Observatory report showed that the centre of the typhoon was well to the south of Hongkong, in the neighbourhood of Hainan Island, and that it is moving in a north westerly direction. It is forecasted that there will be cyclonic gales between here and Hainan.

The barometer registered 29.50 at 2 p.m. yesterday; the previous day's reading was 29.53. The rainfall was disappointing: Up to 2 p.m. only 1/8 of an inch had been registered at the Observatory.

The Cheung Chow ferry-boat left Hongkong at 4.30 on Thursday afternoon, instead of at 5.15, owing to the hoisting of the black signal, and the passengers left behind were unable to communicate with the island owing to the telephone line being out of order, as was the case during the typhoon of last month. Yesterday the ferry-boat omitted its usual early morning trip to Hongkong, but made the 9.30 crossing, although no information relating to the typhoon had come to hand since the previous day. As the black signal was still hoisted in Hongkong, the launch returned to Cheung Chow at 2 p.m.

THE CORONET.

"Everywoman," the remarkable modern morality play, will be screened at the Coronet throughout the week-end. On Monday it will give place to a specially fine all-comedy, "The Gaiety," headed by Harold Lloyd in "Now or Never."

THE SITUATION AT CANTON. THE NAVY TURNS AGAINST DR. SUN YAT SEN.

[FROM OUR CORRESPONDENT.]

It has been evident for some time past Dr. Sun Yat Sen has been losing faith in the loyalty of the Navy. A long circular telegram, signed by the Commander-in-Chief, and his principal officers has now been issued to explain why the Naval Commanders are asking Dr. Sun Yat Sen to leave Canton for the North and hand over the ships now in his possession. There is in the telegram frank criticism of Sun's failure to keep his promises, especially regarding the co-operation of land forces in the re-taking of the city; they declare his threats to use the warships again to bombard the city are inimical to peace, while his presence with the Fleet invites attacks aiming at the destruction of the ships. With the Naval Commanders taking up such a definite attitude of hostility, it is felt that the end of the trouble is in sight.

A notable development in the military situation on the Kiangsi border, is that the commanders of the Kiangsi Force (which represents about one-fourth of the troops under Li Lih Kwan) have telegraphed to General Ip Kue saying that they will not join in the operations against the Kwangtung troops. They are to call themselves "Yaokwan," which means "The Friendly Army." They are stationed mostly south of Wan Au, in the extreme south of Kiangsi, and it is considered that they will be of great assistance, directly or indirectly to the Kwangtung troops, in preventing Hui Sung Chi's Northern Expeditionary Force in falling back to Kiangsi for rallying and reattack.

Another important item in the military news is that the commander of the 4th division of the Kwangtung Forces stationed at Wuchow has declared that he will prevent troops of any description entering Kwangtung from that direction. There is no change in the situation at Shikwan but fighting is expected very shortly on the West bank of the Lok Cheung river. On the East bank several decisive actions have recently been fought, with the result that the headquarters of the Northern Expeditionary Force have been removed from Chiling to Nanhung. To the North-East of Yungyuen, the Kwangtung troops have been operating very successfully of late, and if a combined movement which is now being developed succeeds, as there seems every prospect of it doing, the final destruction of the threat of the Northern Expeditionary Forces against the Kwangtung troops is likely to be accomplished.

EUROPEAN LADY'S RICKSHA EXPERIENCE. STREET COOLIE SEVERELY PUNISHED.

The case in which a street coolie was charged with disorderly conduct, in that he upset a ricksha containing a European lady, named Mrs. Giles, of No. 12, Knutsford Terrace, who he alleged had underpaid him for carrying her luggage, came up for further hearing yesterday before Mr. Lindsell at the Magistracy.

Mrs. Giles gave evidence said that on Wednesday she engaged the coolie to carry some luggage from the s.s. *Haitching* to the "Star" ferry wharf, Hongkong, and from there over to Kowloon. The defendant asked 60 cents for the job, which was to carry one box and one hand-bag. Witness thought it was too much, and told him to go away. He, however, continued to remain at the door of the cabin. Eventually she gave the job to him. The defendant agreed to pay his own fare across the harbour, but on arrival at the ferry wharf the defendant, instead of going down below, followed witness on to the top-deck. Witness there gave him 20 cents for the fare. At Kowloon witness ordered rickshas for her family and gave the coolie another 40 cents. He came alongside the ricksha and pushed his hand into the ricksha and asked for more money. Witness took no notice and told the ricksha puller to drive on. He then caught hold of the ricksha and held on to it. It commenced to fall over and witness, in jumping out, fell on to the ground.

In reply to the Magistrate, the witness said that when she bargained with the defendant her man interpreted for her. The defendant said he did not agree to do the job for 60 cents. He did not agree to pay 10 cents for himself on the ferry and also 10 cents for the houseboy. The witness admitted this was correct and the Magistrate pointed out that it was hardly fair to expect the coolie to pay the boy's fare as well as his own. (Continued at foot of next column.)

THE WATER SHORTAGE. LEADS TO AN AFFRAY BETWEEN NEIGHBOURS.

Water is short and tempers are shorter in Hongkong just now. Though taps only trickled, blood flowed freely in Wanchai the other day; heads were broken and one man died. Two men were before the Court on a charge of manslaughter, in consequence, at the Magistracy yesterday afternoon.

It all began because the people on the ground floor of No. 16, Praya East, kept the taps running all the time the water was on and the people on the floors above could not get a drop. The man who is now dead turned the downstairs tap off, and he paid the penalty for his temerity. The place is a Japanese curio store and followers of the game of baseball live there. Baseball clubs were caught up by at least two of the protagonists and one, smeared all over with blood stains, was produced in Court.

The Magistrate (Mr. Lindsell) had considerable difficulty in getting the rights of the story. It was evident that the men in the dock had not been entirely the aggressors for one of them had a broken head and the other had saved up his blood-stained shirt to wear when "presented at Court."

The defendants alleged that one of the witnesses, for the prosecution and the deceased attacked them and that they were unlucky enough to be arrested just as they had got the clubs away from their assailants in order to save themselves from further injury.

The principal witness for the prosecution admitted that the second defendant was the first to complain and asked the policeman to arrest him (the witness).

The Magistrate: The second defendant had a broken head at the time, in fact it is still broken.

Witness: My head was also very damaged.

How was the defendant's head broken?—I do not know. It may have been broken by the deceased, who picked up one of the clubs.

Oh! the deceased picked up a club?—You didn't—I had nothing in hand.

And yet this man was fighting with you and not with the deceased?—Funny, isn't it?—These three shops communicate and I ran over there.

Whatever answer is that? How did the second man's head get broken?—Possibly I may have hit his head with my arm in endeavouring to ward off a blow.

The Magistrate: You broke his head with your elbow, in fact; and so badly that it is still broken?—You are not even a good liar.

A carpenter who was called gave a clearer account of the affray and Dr. Valentine gave evidence as to the injuries sustained by the man who was killed.

The Magistrate decided to reduce the charge against the second defendant to one of disorderly conduct and the proceedings were then adjourned.

ARRESTING SMALL GIRLS. MAGISTRATE CRITICISES POLICE ACTION.

The action of the police in arresting a number of very small girls for disobeying the present water regulations was criticised by Mr. Lindsell at the Magistracy yesterday.

When the first small defendant appeared in Court in answer to the charge, the Magistrate looked very hard at her but passed no comment. She admitted the offence in a thin, baby-like voice and a fine of \$1 was imposed. When the second small girl appeared Mr. Lindsell said to Sergeant Kirby in charge of the case, "Can't the police do any better than arrest small girls?" The Sergeant's reply was indistinct, but he was understood to say that the mothers were responsible for sending the girls out. The second girl, like the first, was also fined \$1. A third defendant also charged with a similar offence estranged her bail of \$5.

Witness: Well, I didn't know how much was being charged for the luggage just then.

The defendant: I didn't cause any trouble when she gave me the money. I was walking away when her ricksha bumped into another and was upset.

The witness: As soon as the ricksha was upset the defendant began to run away towards the wharf.

An Indian constable on duty at the Kowloon wharf said he did not see any collision between the rickshas.

The Magistrate pointed out to defendant that four witnesses had said that there was no collision. It was quite evident that he was upset the ricksha, although perhaps he did not do it intentionally. His Worship imposed a fine of \$40 with the alternative of three weeks imprisonment.

WATER FAMINE. "RATIO BETWEEN WHAT YOU GET AND WHAT YOU PAY FOR."

In some parts of England there are fears, just now, of water shortage and the *Manchester Guardian* has some characteristic remarks on the subject which are worth quoting in view of suggestions contained therein with regard to long-distance supplies,—a problem now under consideration by the Hongkong Government. The article says:—

On the principle, perhaps, that all news ought to anger, terrify, or in some way excite the public, a scare is being raised already about a probable "water famine" throughout England. Some very firm talk is added about the default of water authorities, and especially those of London, and the public is urged to insist that all public water supplies should henceforth be on such a scale that we should never feel the heaviest summer drought making much difference in our bath-rooms or flower-beds.

It is certainly nice not to have to diminish the depth of our morning cold bath just at the time when total submersion is most delicious, nor even to have to save up its remains for the irrigation of our window-box geraniums. How would the "M.G." like to have to save the water to irrigate the sanitary arrangements? It is nice to have the command of any commodity in limitless quantities. But even in the case of baths, as well as in those of coats and summer holidays, there has to be some sort of ratio between what you get and what you care to pay for. If a community really thinks it good business to pay all the year for a water supply on the scale to which consumption may possibly rise in a few hot and dry summer weeks, by all means let it do the thing well. To every town its own choice in the way of amenity. But what a row there would have been, say, last Christmas or the winter before if the Metropolitan Water Board had announced that it was going to do on the spot what it will almost certainly have to do sooner or later—dam a number of good sized valleys in South Wales and bring moorland water to London by an aqueduct longer than the Thames!

LONDON'S WATER NOT IDEAL.

Of course London's water supply is far from ideal. When the biggest city in the world is planted in the middle of a plain of clay, not very helpfully diversified with low ridges of chalk, with none but lowland rivers anywhere near it, you cannot in the nature of things have such good water or so much of it, as you easily can if you lie in a cup among moorlands, like Sheffield or Buxton, with the rain-water flowing to you down inclined planes of stone thinly coated with earth. Of course chalk is in a way, a good filter, though not the one you will choose if you had a pre-disposition to suffer from stone. But none of this lowland water is really, judged by the higher standards, worthy of human consumption. The New River, so long a boast of Londoners, is only a few degrees better than the Thames, which was used without restriction as a sewer by riverside villages until less than fifty years ago, and from which a large part of London's water supply has always been taken. The ideal water supply is probably that of such places as Verviers, on the north flank of the Ardennes, where the streams have flowed over nothing but sandstone and slate. But any derivation for drinking-water is better than from sluggish rivers with mud beds, and such are most of England's rivers south of the Peak.

England, as a whole, has plenty of perfectly good water to supply the whole of her needs. The only difficulty is one of distribution. The north-western part of the country is of course, very roughly speaking—an irregular slab of stone slanting down south-eastward until, near Derby, it finally dips down under the clays, chalks, sands, and so forth of the South English plain. This north-western quadrant of the country, together with Wales, collects so much mountain and moorland water that it could supply the needs of all England and Wales almost as easily as an Alpine torrent supplies a high inn. We in the north-west have the luck in this matter just as the south-eastern quadrant has the luck in the matter of everything else that wheat wants for its happiness.

A HUNDRED MILES OF PIPE.

But even we have had to lay a hundred miles of pipe to Thirlmere; Liverpool has had to go as far as Vyrnwy in Wales, and London must make up her mind to go farther still, as soon as she can do so without being deafened with shrieks of "Waste!" and "Think of the poor ratepayer!" Besides, if she does her duty she will not act alone, but will secure joint action by the whole of the South-east of England, whether the outer towns of this area are her partners or her customers. The only complete and businesslike organisation of water supply is either federal, as in the case of the Joint Water Board of the great midland towns tapping the Peak, or in some other way co-operative.

FEDERAL ACTION.

For a town like Brighton, Chatham, or Ipswich to make its own pipe to South Wales or to the Pennine would be absurd; but that its requirements should cause a slight increase in the calibre of a great London aqueduct would be economical and reasonable. And more good than harm would be done to municipal life if municipalities in Southern England, as well as in the North, were thus led to form a habit of federal action for any special purpose for which it might be of use. Nor is it a quite negligible item that such a piece of engineering as a Welsh water supply for the Home Counties might give British architects such a chance as that which the architects of ancient Rome used so magnificently that the surviving traces of their aqueducts rank with Roman law and Roman roads as monuments of Roman genius and power.

LANE, CRAWFORD, LTD.



ASPARAGUS.

Peeled Asparagus	per tin	.90
Mammoth	"	.80
Asparagus Tips	"	.80
Pure Olive Oil, C. & B.	.60, 1.00 & 1.90	
Mayonnaise	"	.90
Salad Dressing	"	.60

PHONE 1741.

A NEW STOCK OF BAROGRAPHS.

The
Special Self Recording Barometer
AND
The B.O.T. Pattern
Marine Mercurial Barometer
AT
LANE, CRAWFORD, LTD.,
HONGKONG.

COLUMBIA
FIBRE NEEDLES
AND
CUTTERS
NEW STOCK JUST RECEIVED
AT
ANDERSON'S

Powell Ltd
TELEPHONE 3146.

GREAT CLEARANCE SALE OF GENTLEMEN'S BOOTS AND SHOES

Commences MONDAY NEXT, JULY 31st.

We shall offer all sizes in BLACK, BROWN and WHITE at greatly decreased prices. They are worth from \$3.75 to \$12.75 per pair.

SALE PRICE: \$4.75 to \$12.75.

ALSO

BARGAINS in SHIRTS, TIES, BELTS, UNDERWEAR, etc., etc., 20% off TRUNKS and BAGS

Inspection invited at

No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

HONGKONG COLD STORE.

OWING to Structural Alterations we are closing down this Department as from 1st AUGUST, 1932, and have transferred the business to Messrs. THE DAIRY FARM, ICE & COLD STORAGE COMPANY, HONGKONG HOTEL, C. F. PRATT, Manager.

HONGKONG LAWN TENNIS ASSOCIATION.

THE SHIELDS will be presented to the winners in the A & B Division by Mrs. SEYMOUR on SATURDAY, 29th inst., at the Indian Recreation Club Ground. Exhibition Matches will be played at "The Rest" across the winners in each Division commencing at 4 p.m. JOHN C. FLETCHER, Hon. Secretary.

TO THE PUBLIC NOTICE.

THE KAU LUNG SZE YUEK KAI FONG FERRY CO., LTD.

THE above-named Company HEREBY GIVE NOTICE that on and after the FIRST DAY of AUGUST, 1932, No tickets will be recognized by the said Company unless such tickets are bought at the Company's Ticket Office at Victoria Street, Hongkong, or at the said Company's Wharves at Yau Ma Tei, Mong Kok, or San Shui, Kowloon. It is hereby NOTIFIED for general information that all tickets will be available for the day of issue only.

THE KAU LUNG SZE YUEK KAI FONG FERRY CO., LIMITED.

HONGKONG HOTEL CO., LTD.

NOTICE.

ISSUE OF 17th FEBRUARY, 1932, of 198,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10. AT A PREMIUM OF \$3 EACH. (\$3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (3% plus \$2 premium per share) falls due on TUESDAY, the 15th AUGUST, 1932. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 2nd to TUESDAY, the 15th AUGUST, 1932 (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, A. V. WARD, Acting Secretary.

Hongkong, 27th July, 1932. [1302]

THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

THE V.S.

"JAVA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd of August, 1932, will be subject to suit. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. GODDARD & DOUGLAS on the 3rd of August, 1932, at 10 A.M. All Claims must reach us before the 6th of August, or they will not be recognized. No Fire Insurance will be effected by Bills of Lading will be countersigned by MANNERS & BACKHOUSE, LTD., Agents.

G. R.

WAR DEPARTMENT CONTRACT.

SEALED TENDERS will be received at the Headquarters Office, Victoria Barracks, Hongkong, until 12 o'clock Noon on the date stated, for the undermentioned service for the period 25th AUGUST, 1932, to 31st MARCH, 1933.

SUPPLY OF COAL, COKE, CHARCOAL AND FIREWOOD—10th AUGUST, 1932.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily. Tenders will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith. The right to reject the lowest or any tender is reserved. [1326]

TO-NIGHT AT THE CORONET EVERY WOMAN

KOWLOON THEATRE.

SHOULD A WOMAN TELL?

INTIMATIONS

NOTICE OF REMOVAL.

WE have from THIS DAY, Removed our Offices to 35, WYNDHAM STREET, R. K. MODI. Hongkong, 27th July, 1932. [1293]

OFFICE ACCOMMODATION AVAILABLE

at CONNAUGHT HOUSE, (LATE THE ASTOR HOUSE HOTEL).

OVER 50 LARGE ROOMS To be Let for use as Offices, Chambers, Shops, etc. Immediately at Moderate Rents. Apply for full particulars, rentals, term, etc., to MESSRS. HASTINGS & HASTINGS, Solicitors, etc., Des Voeux Road Central. [1292]

HONGKONG TRAMWAY CO., LTD. (INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1932 has been declared. The DIVIDEND will be payable on and after WEDNESDAY, the 2nd day of August, 1932, to Shareholders on the Register on TUESDAY, the 8th day of August, 1932, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar. (By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 24th July 1932. [1279]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME

WE the PO SHUN STEAMSHIP COMPANY, Limited, of Victoria in the Colony of Hongkong hereby give notice that in consequence of her present name being "unsuitable" we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "PAZ" of the Port of Manila Official number of gross tonnage 1,400 tons, register tonnage 853 tons, heretofore owned by MADRIGAL and COMPANY, of Manila in the Philippine Islands for the permission to change her name to "NEW MATILDE" and to have her registered in the new name at the Port of Hongkong as owned by the said PO SHUN STEAMSHIP COMPANY, LIMITED. Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. THE PO SHUN S.S. CO., LTD. Dated at Victoria aforesaid this 24th day of July, 1932. [1281]

DAIRY FARM NEWS.

DAIRY PRODUCE.

FRESH MILK

Also the following forms—Sterilized, Skimmed, Butter and Sour.

FRESH CREAM

FULL RICH.

BUTTER

Daisy, Dairymaid and Shamrock Brands.

CHEESE

Edam, Australian Cheddar, American Siltan and Picnic.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 21, D'Arnell Street, Telephone No. 293.

WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS

THURSDAYS:—

VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—

EXCELLENT HOUSEHOLD FURNITURE.

MRS. HAN INOKUCHI

TELEPHONE K 754.

No. 21, ARNOLD ROAD, KOWLOON.

Back of STAR THEATRE

CERTIFICATED EXPERT MASSAGE

(HAND AND ELECTRIC), ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT [1197]

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, RH, TP.

WANTED.—USED POSTAGE

STAMPS of all kinds, Common or Rare; any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Oroo Stamp Co., Box 723, Manila, Philippine Islands. [206]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown. Further details apply. W. G. HUMPHREYS & Co. [483]

FOR SALE

SMART 55-foot STEAM LAUNCH. Price—\$7,000. Apply Box No. 1274, c/o Daily Press Office. [1273]

THE BEN LINE OF STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLOUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th August, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. GODDARD & DOUGLAS on the 1st August, at 10 A.M. No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 25th July, 1932. [1287]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "ALFORD"

ARRIVED HONGKONG ON 25th JULY, 1932.

FROM BOMBAY & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are loaded.

This vessel brings on Cargo:—From PERSIAN GULF, ex S.S. BISHN. and B. & P.S.N. Co's Steamers. Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents. [1292]

Hongkong, 26th July, 1932.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER,

BY CAPTAIN O. V. LLOYD

With Illustrations, Maps and Plans

PRICE ————

On Sale at

Hongkong: "DAILY PRESS" Office, Messrs. KELLY & WALKER, LTD.

Messrs. BARNES & CO.

Canton: Messrs. A. S. WATSON & CO.

[1292]

IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central,—Aoy.

[1292]

INTIMATION

!

Despite the Largely Increasing Demand for

WATSON'S

E

SCOTCH

WHISKY

We can guarantee that for a long time yet, all Customers—old and new—may rely on imbibing Real pre-war Whisky—of genuine age. For such is WATSON'S E. Whisky.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

BIRTH.

DA ROZA.—On July 28th, at No. 2, Minden Villas, Kowloon, to Mr. and Mrs. C. A. DA ROZA, a daughter. [1292]

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 29th, 1932.

THE FOREIGN-EDUCATED CHINESE STUDENT.

We are rather disappointed that nobody, Chinese or Foreigner, has ventured a word in opposition or support of the views so dogmatically expressed by Mr. J. O. P. BLAND in the special letter to *The Times* (of which REUTER a few days ago supplied us with a lengthy summary) on the subject of applying the Boxer indemnities to the education of Chinese students in England. Mr. BLAND declares that there is no self-evident justification for the assumption that the grateful goodwill of the Chinese can be secured by giving them educational facilities. All the evidence available in China, he says, points the other way. Japan has educated far more Chinese students than any other country, without greatly endearing herself to the Chinese. The number of students who become traders after being educated in England or America is almost negligible. Mr. BLAND says he has never known of a case in which goodwill has been determined by the trader's educational antecedents. The class of Chinese which is seeking free educational facilities in England and America, he says, is the semi-Europeanised class of sons of officials and rich merchants, which aspires to rule the country, and whose aspirations are regarded by many competent observers as a very grave source of danger to China because the fulfilment of their ambitions means the creation of a privileged ruling class entirely out of sympathy with the Chinese.

It certainly cannot be said that there is any general agreement with views like these among those who are watching developments in China. Mr. BLAND is far too sweeping in his generalisations and his information is sadly out of date. His views are distinctly at variance, for example, with those which the Associated British Chambers of Commerce in China have been so strongly supporting. While the present scheme of this body is too restricted to enable it to assist any large number of students to proceed to Great Britain, and while the Committee when it reported last December preferred "not to give any opinion on a question which has become a matter of controversy," (i.e., the general question of sending Chinese students to Great Britain), yet in view of the fact that "it is not beyond the bounds of possibility that, at least, a portion of the Boxer Indemnity may become available for the purpose, for which this committee was created," the Committee nevertheless regards the fund it has created as "a strong argument and practical proof" (to the British Government) of the opinion of those Britons who, living in China, may be presumed to be the best judges of the importance of such education.

Mr. BLAND's arguments cut at the root of all British educational movements in China, whether official or unofficial. His general conclusion is that "the modernising of Young China should be done at home, and the education of the country's future rulers should, as far as possible, be a self-supporting national undertaking, rather than a *corpus vile* of competitive foreign propaganda." Desirable as this may be, we cannot ignore the fact that this competitive foreign propaganda exists, and has evidently come to stay. It must not be forgotten that "the modernising of Young China" was in its initial stages mainly a British educational effort, which other nationalities have since successfully emulated. While there is a good deal to be said for the view that "there is no self-evident justification for the assumption that the grateful goodwill of the Chinese can be secured by giving them educational facilities," it is not possible to believe that, in the mass, and in the long run, these educational facilities must make for goodwill between pupil and teacher and at the same time benefit the trade of the nation which supplies those educational facilities. If they fail in this respect there must be something radically wrong with the education. On general principles it follows that if the training of the railway engineer or the electrician familiarises him with the manufactures of a particular country, those manufactures are naturally likely to receive first consideration when the student comes to have the power and authority to place orders. That is a motive in all this competitive foreign propaganda. It is directed quite as much to the education of the future captains of industry as to the future rulers of China. It may be that Japan has not greatly endeared herself to the Chinese, though she has educated far more Chinese than any other country, but we are not inclined to regard past or present estrangements as permanent. All countries have suffered at times more or less in this way "from China. Would Japan's trade with China have developed to the extent it has but for the fact that she has educated 'far more' students than any other country?" We doubt it. Can we regard the growing number of associations of returned American students in China as affording no proof of goodwill to the country to whom they owe their education? Had it not been for that foreign education the Chinese student has been getting in recent years, in foreign lands as well as in China, would it have been possible for a Chinese of the ruling class to say, conscious of the approval of a large body of Chinese public opinion, that "the crying need of China to-day is construction; she needs roads, railways, factories, and river conservancy, to develop her vast resources for her own good, and the world's good." This is a message sent recently to the Association of Chinese and American engineers by one of the "semi-Europeanised" type of rulers of whom Mr. BLAND writes so disparagingly.

Mr. BLAND is on much firmer ground when he says that the education of China's future rulers should, as far as possible, be a self-supporting national undertaking. With that broad principle there will be general agreement. No nation with a proper sense of self-respect would welcome, as China does, the education of her youth at the expense

of other nations, and when we see China spending 198 millions on Military purposes against 8½ millions for Education the conviction is strengthened that China stands in no need of the charity of other nations for such purposes. So long, however, as there is any one foreign nation bent on attracting Chinese students to its own shores to be educated at the expense of that nation (not China), other nations will be eager to follow, lest the influence they possess in China becomes overshadowed to the detriment of the trade interests which form the main aim and object of their intercourse.

Recently, Chinese officials in the diplomatic service have been emphasising the fact that there are ten times as many students in America as in Great Britain, but if this is to be taken as the measure of national influence it is well to remember, in the words of one of these Chinese officials, that "there are thousands of British subjects in China to-day, while in the different parts of the British Empire there can be found probably no fewer than 2,000,000 Chinese residents." Wherever there is a Chinese community in any part of the British Empire there are facilities for the education of the children on modern lines. Government schools in Hongkong, municipal schools in Shanghai and Tientsin, and scores of schools established by missionary bodies in many parts of China, have set China a splendid example of duty. It is within the power of the wealthy Chinese who desire to see the younger generation deriving the benefits of a higher education on Western lines to increase these facilities in China itself and in Hongkong, at the very gate of China, where, through the generosity of foreign well-wishers of China, assisted by substantial monetary gifts from enlightened Chinese, we have a University whose usefulness to the rising generation of Chinese is restricted only by the funds available for its expansion. In this direction wealthy Chinese of modern ideas have an excellent opportunity to demonstrate their practical sympathy with the efforts that have been initiated for the advancement of their native land. British sympathy and support will never be lacking so long as there is tangible evidence of appreciation of the efforts initiated and in large measure maintained under British auspices.

The Manila Observatory yesterday at 2 p.m. reported the typhoon to be about 114deg. Long. E. 19deg. Lat. N., moving N.W.

The Hongkong Hotel Co. announce that they are closing down their cold stores from August, transferring the business to the Dairy Farm, Ice and Cold Storage Co.

The Nippon Yusen Kaisha have published a Summer Vacation Number of their Travel Bulletin, in which the attractions of some of the popular holiday resorts of Japan are described.

Clothing and jewellery to the value of \$184 have been stolen from No. 3, Wa Sung Street. The mistress of the house suspects that the theft was committed by her sister-in-law, who has absconded.

Near the central market yesterday morning a small boy was knocked down by a motor truck belonging to the Imports and Exports Department. The boy was removed to the Government Civil Hospital.

An English sailor boy, named John Sport, aged 10 years, accidentally fell into the No. 3 hold of the s.s. *Africa* on Thursday. He was removed to the Government Civil Hospital suffering from severe injuries to his head, arms and body.

The master of the steam launch *Tung Hing Lung* was fined \$10 by Commander C. W. Beckwith, R.N., Harbour Master, yesterday, for carrying 17 passengers in excess of his licensed number. The defendant also failed to produce his license when called upon to do so. It was the defendant's first offence.

Inquiry as to why a boy being taken on the s.s. *Tai Lee* was crying so much led to the arrest of the people, with him, on a charge of kidnapping, and at the Police Court, yesterday, afternoon, a date was fixed for the trial. One of the defendants was a boy of about the same age as the victim and he is alleged to have acted as a decoy.

An arrest has been made in connection with a murder at Rungham last Sunday afternoon. The victim was a Chinese employed by the British American Tobacco Co., who, whilst walking with a Chinese married woman near Kowloon City, was attacked by a number of men who came out from behind a boulder near the mouth of a cave. The arrested man was charged at the Magistracy, yesterday morning, with murder and was remanded.

For using the wrong side of the southern railway the master of the steam launch *Fook Tai* was fined \$25 by Commander C. W. Beckwith, at the Marine Magistrate's Court, yesterday morning. The defendant was towing a junk and by not observing the rules of harbour traffic nearly caused a collision between a Sanitary Board launch and a police launch. It was stated that four previous convictions had been recorded against the defendant.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE IRISH SITUATION.
RUTHLESS DESTRUCTION BY
IRREGULARS.

London, July 27th.

The Irregulars destroyed Marconi's great wireless station at Clifden, burning down the receiving station and bombing the condenser house. Transatlantic traffic has been transferred to the Ogar Station, Essex.

IRREGULARS' RESISTANCE WILL
BE BROKEN WITHIN TWO WEEKS.

London, July 27th.

An official statement issued in Dublin, proroguing Parliament to August 8th, says the rapid progress of the National forces in the West and in Munster, encourages the hope that organised resistance by the Irregulars will be broken within a fortnight, and no further postponement of Parliament will be necessary.

It mentions that five ministers and sixteen members of the Dail are engaged in the suppression of disorder.

NATIONALS CAPTURE WESTPORT.

Dublin, July 27th.

The Nationals captured Westport, County Mayo, after combined land and sea operations. The Irregulars fled to the surrounding country.

EARLIER CABLES.

REBELS ESCAPE FROM PRISON.

London, July 27th.

Political prisoners to the number of 103 escaped from prison at Dundalk through a hole in the wall due to the explosion of a mine laid by confederates outside. The mine was connected to the Municipality's electric supply. Cutting the wire exploded the mine. Fighting ensued in the streets, where several ambushes were laid. Two Regular commandants were wounded. Many windows in the town were broken by the explosion.

IRISH PARLIAMENT FURTHER
PROROGUED.

London, July 27th.

It is announced that the Dublin Government has decided to prorogue Parliament for a further fortnight.

ATTACK ON IRREGULARS.

London, July 27th.

The Nationals are attacking the sternly resisting Irregulars on three sides. When opposition is overcome, a way will be opened for a general advance on Cork, where heavy fighting is anticipated.

LATEST CABLES.

THE U.S. COAL STRIKE.
STRIKE LEADER PREDICTS
RESUMPTION OF WORK.

New York, July 27th.

Eavis, the leader of the striking colliers, predicts that an inter-state joint conference will be arranged in a few days time, which will permit the resumption of mining.

EARLIER CABLES.

MILLION TONS OF COAL FROM
CARDIFF AND NEWCASTLE.

New York, July 27th.

A representative of a British colliery states that orders exceeding 700,000 tons for delivery by mid-September have been placed. The price has risen from \$8.45 to \$9 per ton.

Roughly a million tons of coal have been ordered in the Cardiff and Newcastle areas for shipment to America.

LATEST CABLES.

THE U.S. RAILWAY STRIKE.
MEETING OF ALL RAILWAY
EXECUTIVES.

New York, July 27th.

Mr. Cuyler, Chairman of the Railway Executives, after conferring with President Harding last night, announces that a meeting of executives of all the railways in the United States will be held at New York on Tuesday.

EARLIER CABLES.

Tentative proposals for the settlement of the railway strike have been drawn up after a series of conferences between President Harding and the labour leaders. It is understood that the plan, details of which are withheld, will be submitted to the Railroad Executives.

M. POINCARE'S LONDON
VISIT.DATE UNCERTAIN Owing TO
ITALIAN CRISIS.

London, July 27th.

In the House of Commons, questioned regarding M. Poincare's visit, Mr. Lloyd George said that a difficulty had arisen in consequence of the Ministerial crisis in Italy. The date of the visit must depend entirely upon when the crisis was solved.

LATEST CABLES.

THE DUTY ON FABRIC
GLOVES.IMPOSITION WILL NOT REDUCE
EMPLOYMENT.

London, July 27th.

The report of the Board of Trade Committee, on the effect of the application of part two of the Safe-Guarding of Industries Act to fabric gloves and glove fabrics manufactured in Germany, upon employment in the fine cotton-spinning industry in the United Kingdom, concludes that in view of the present exceptional circumstances, and the strictly limited duration of the proposed order, there is no reasonable ground for believing that it would reduce such employment.

WORLD'S LIGHTWEIGHT
CHAMPIONSHIP.

LEONARD RETAINS TITLE.

Jersey City, July 27th.

In a twelve round contest, Benny Leonard retained the World Lightweight Championship against Lew Tendler. The match resulted in no decision.

EARLIER CABLES.

THE "EGYPT" INQUIRY.
LASCARS REFUSE TO OBEY
ORDERS.

London, July 27th.

At the Board of Trade enquiry into the loss of the P. & O. liner *Egypt*, Mr. Halliday, Supernumerary Third Officer, continuing his evidence, testified that after the collision he did not see the native headman who transmitted his orders to the Indian steamer.

Mr. White, Second Engineer, said he ordered a large number of natives out of the boats and ordered them to help with the other boats. One boat, filled with people, which he was helping to launch, went down with the ship. He went down as well, but rose and found an oar to which he hung on for two hours. One water-tight door in the stockhold would never close. Some of the natives would not do duty, but two did not attempt to get away; they stood on deck and sank with the ship.

Mr. Hamilton, Third Engineer, testified that his boatload of 29 natives refused to row near the liner, to take off the people, and backed away.

LASCARS' COWARDLY ACTION. The Solicitor-General read affidavits by the passengers. The first testified that there was much panic amongst the native crew. There was only one case of panic amongst the passengers. No lives would have been lost if the *Egypt* carried a white crew.

A pathetic affidavit by another passenger, whose wife and two young daughters were drowned, said the natives became panic-stricken whilst the passengers, officers and white crew were calm. "The Lascars could have saved my little children, because the sea was calm and at least 25 minutes elapsed between the collision and the sinking of the ship. One little girl repeatedly called to the Lascars to help her but they did not take the slightest notice. A passing Lascar tried to tear the life jacket from my wife's back."

Another passenger referred to the heroism of the nun, Sister Rhoda, who did much to calm and inspire the passengers and was praying when the ship turned turtle.

NEGOTIATIONS WITH THE
SOVIET.

BRITAIN WILLING TO CO-OPERATE.

London, July 27th.

In the House of Commons, in reply to questions, Mr. Lloyd George said that if the Russian Government announced plainly an intention to pursue the policy shadowed by the Russian delegation to The Hague, the British Government would certainly do all in its power to assist Britishers to enter into negotiations with the Russian Government and to carry them to a successful conclusion.

PERSIAN FINANCES.
PROPOSED APPOINTMENT OF
AMERICAN EXPERT.

ALLAHABAD, July 27th.

A message from Tiberan states that a bill has been presented to the Majlis for the engagement of an American, Mr. Mills Paul, as Director-General of the Persian Finance Department with full executive power under the Minister of Finance.

Mr. Paul, with seventeen assistants, is expected to leave America shortly for Persia.

GERMAN AIRSHIP FOR
THE U.S.ALLIES AUTHORISE EXCESS
DIMENSIONS.

Berlin, July 27th.

The Ambassadors' Conference has authorised the Zeppelin Company to construct an airship for the United States exceeding the dimensions prescribed by the Allies for German airships.

The new airship is to be of the rigid type, with a capacity of 70,000 cubic metres, and will have a length of 200 metres and a speed of 125 kilometres.

UNEMPLOYMENT IN BRITAIN.
STUDYING THE PROBLEM.

London, July 27th.

Reuter learns that the Cabinet Committee on Unemployment, the appointment of which was announced by Mr. Lloyd George in the House of Commons that afternoon, deals with the wider aspects of the problem, while the Cabinet Committee, under Sir Alfred Mond, deals with local aspects and various palliative measures.

The new Committee, of which Mr. Lloyd George is Chairman, will examine the various causes of unemployment, especially those connected with the loss and lack of markets abroad and will also devote its attention to an overseas settlement scheme which it will endeavour to put into full effective operation.

ENGINEERING DISPUTE.

UNIONS ADVISE MEMBERS TO
ACCEPT REDUCTIONS.

London, July 27th.

After a determined effort to secure modifications from the employers, the Unions concerned with the threatened engineering strike have advised their members to accept the reductions and continue at work.

[The employers propose to reduce the war bonus by three instalments of 3s. 6d. each during the next three months, beginning July 31st.]

INDIAN SEDITION CASE.

FIVE YEARS TRANSPORTATION.

AMRITSAR, July 27th.

Gurdit Singh, who absconded after prominently participating in the Calcutta riots in 1914 and who on the return of sixty emigrants from the Far East recently surrendered to the police, was to-day sentenced to five years' transportation on a charge of sedition.

THE GERMAN INSTALMENTS.
PAYMENTS MUST BE MET.

PARIS, July 28th.

Replying to the German Ambassador, who had requested reduction of the instalments payable to Germany's private creditors, M. Poincare stated that owing to German bad faith regarding her debts, the Allies unanimously insisted upon the continuation of the payments—namely, £2,000,000 monthly.

GERMAN TRADE.

IMPORTS GREATLY EXCEED
EXPORTS.

BERLIN, July 27th.

Germany's excess of imports over exports for the first half of the year amounted to 12.1 milliards of marks.

COUNTY CRICKET.

ANOTHER WIN FOR YORKS.

London, July 27th.

At Worcester, Notts beat Worcester by an innings and seven runs.
At Downbury, Yorks beat Gloucester by an innings and 138 runs.

OBITUARY.

MR. ARTHUR JOHN FRASER.

London, July 27th.

The death is announced of the well-known banker, Mr. Arthur John Fraser, who prominently participated in the raising of loans for Japan during the Russo-Japanese War.

AUSTRALIA RATIFIES THE
WASHINGTON TREATIES.

MEBURN, July 27th.

The Senate has ratified the Washington Treaties.

SAFETY IN THE AIR.

IMPORTANCE OF CARRYING TWO
PILOTS.

Lieut.-Colonel J. T. C. Moore-Brabazon, M.P., president of the Institution of Aeronautical Engineers, writes to *The Times* as follows:—

SIR.—The recent accidents to commercial aircraft have to some extent shaken the public belief in the safety of this mode of transport. The cause of blame is usually laid upon some inherent fault in the structure or design of the machine, and the real cause of the accident often remains an insoluble mystery.

There are, however, two elements upon which safety in the air depends; one is the machine and the other is the pilot. It is indeed a point of great importance for future guidance to be able to separate clearly whether a failure has occurred in the material part of the machine or in its human direction. My conviction is that no advance along these lines is possible unless it be made compulsory upon aircraft carrying passengers to carry two pilots, and "urge that such be made obligatory. Medical examination, at present compulsory at somewhat long intervals, could not, of course, be changed to a daily routine; but by the provision of dual control, the liability to accident through human failure would be reduced to a negligible minimum.

The effect of continuous flying upon the nervous system is not one upon which there is much data available, nor does the fact that some pilots have done as many as four journeys between Paris and London in a day reassure one as to the fact that the nervous health of pilots is receiving the attention that it deserves.

AMERICA AND WAR
LESSONS.

SENSE OF WORLD PARTNERSHIP.

MR. TAFT'S ASSURANCE.

The Hon. William H. Taft, Chief Justice of the United States, was entertained at dinner by the Pilgrims, on June 19th, at the Hotel Victoria, London. Lord Desborough presided over a company of about four hundred.

The Earl of Balfour, in proposing the health of Mr. Taft, said that Mr. Taft was, he believed, the only man who has ever occupied an executive position above which there was none existent in the world and a judicial position of which precisely the same thing might be said. The President of the United States and the Chief Justice presiding over great federal Courts were each of them men who had by the Constitution of their country, and by the greatness of their country itself, unique positions in the world. (Cheers.)

MR. TAFT'S REPLY.

Mr. Taft, in reply, said:—
The relations between Britain and America, important as they are to the whole world, will bear study. We are the eldest daughter of our Mother. For nearly two hundred years she gave us wide opportunity to learn self-government from the lessons of her experience and by actual practice. We were born with the instinctive love of that individual liberty which she had been hammering into the form of constitutional guarantees for five or six hundred years, and on that foundation we built our infant forms of colonial government. Then under a Royal leadership which was reactionary and blind we revolted and won our independence after a struggle, rendered half-hearted on the part of the Mother Country by a lack of sympathy among her more liberal and far-sighted statesmen.

For want of a united and effective government in the decade after the Revolution we delayed compliance on our part with our treaty obligations. Great Britain, on the other hand, in the exigencies of her death struggle with Napoleon, transgressed our rights. Thus we drifted into the second and the last British-American war. It cannot be said that in the war of 1812 great glory was achieved by either belligerent, but only that such glory as there was was evenly distributed. Then came the Treaty of Ghent which settled nothing by its terms except that war should end and peace ensue. The questions which were declared to be the cause of the war were expressly postponed for further negotiation and never recurred again at least to give trouble.

It is a commentary on the plans of mice and men that a treaty, so unpropitious of continued peace and lacking in settlement of apparently pressing questions should exceed any other in our history in its beneficial effect. One hundred and eighty years have rolled around, with all the capital changes in civilization, economic, social, and political, greater perhaps than in any five hundred years before, and yet the peace declared at Ghent has been undisturbed. Within three years after the Treaty of Ghent the Rush-Bagot agreement, quite informal in its making, freed our great inland seas that divide the United States and Canada from hostile warships, and the boundary of four thousand miles between them has lain untroubled by a single fortification ever since.

THE MONROE DOCTRINE.

It was shortly after the limitation of armament in 1817, which I hope will be a perpetual *modus vivendi*, was established that at the instance of Canning, Britain's great and Liberal leader, we announced our Monroe Doctrine to the world. It was a warning to European Powers that we must insist on a policy on their part of "hands off" towards North and South American Governments. With the sympathy of England, we have been able to maintain that doctrine ever since. Both because of its logical sequence and a wise caution enjoined by Washington and Jefferson, we sedulously cultivated, until the World War, a policy on our part of "hands off" Europe and European questions, and the results so justified the policy that it became deeply ingrained in our natures.

The friendly feeling, evidenced by the Rush-Bagot treaty and our entente over the Monroe Doctrine was not to continue without serious strains upon it in the controversies over Oregon and Texas over the North-Eastern Boundary settled by the Webster-Ashburton agreement. Then our Civil War and what we regarded as injurious and unjust British sympathies with the South left a wound which, fortunately, was for the most part healed by the Geneva Arbitration dispute. Then came the Venezuela Boundary dispute, which the level-headedness, self-restraint, and sense of humour of Lord Salisbury brought to a satisfactory solution, but which in its inception startled the two countries as by a bolt out of a clear sky.

Our origin, our fundamental common conceptions of a free popular government, our common insistence upon the guarantees of individual liberty, our common law, our common language, literature and ethics, bind the great body of our people to yours. This forms our basis public opinion which ultimately controls our national course. Our more than a century's continuous peace gives those who understand our country the utmost assurance of its continuance. No trouble arises between the two countries that we of America do not, all of us, look forward to its settlement either by negotiation or arbitration. Any other event is not considered for a moment. This American state of mind is a constant factor in our relations. It sometimes produces an apparent indifference or lack of excitement on the part of our people over irritating issues that is misleading to the British observer.

THE AMERICANIZING PROCESS.

Another source of misunderstanding calls for comment. We are engaged in a gigantic experiment. We have offered our country and its opportunities as a home for the people of Europe who have been ambitious to better their economic condition. Our purpose has been to amalgamate them into our citizenship and make them loyal Americans. For decades we were wonderfully successful in this, and many of our best Americans trace their descent from such immigrants. Of recent years, however, the demand for labour, by reason of the enormous expansion of our industries and other causes, has concentrated in our large cities and elsewhere masses of immigrants who, whether naturalized or not, have, in their congestion, retained the same environment as in their home countries, and have not felt the Americanizing influence to which the earlier immigrants were subjected. Our immigration is now restricted, and we are making widespread efforts to Americanize our foreign residents. But home and racial prejudices have not been mitigated, as it was hoped they would be by living under the American flag. We are not discouraged, but we are waking to the necessity for more effective measures.

Politics, too, which seem to be the easiest thing for immigrants to learn, has prompted organization of hyphenated groups, the moving spirit of which is to promote political action of the group along lines of supposed racial interest. The naturalized citizens who have yielded less to this temptation than any others are the British and Canadians, who sink into American citizenship so completely, and are so loyal that we cannot distinguish them. They lose nothing of love of their old home, but they transfer their political allegiance without reservation.

It is hard for a British subject living in his own country filled with a homogeneous people to understand the occasional and temporary political power of a hyphenated group in America consisting only a small minority, but holding in some States and districts the balance of power between two great political parties divided on other issues. In such cases the great body of truly American voters are not aroused upon our foreign relations and have their thoughts on domestic matters. The truth is that we are so far away from close contact with neighbours that our foreign relations scarcely figure much in a national election. The real strength of fundamental public opinion upon such issues is only manifested upon some such occasion as the World War. Even then it took three years for our whole people to learn how deeply concerned they were in the outcome. Indocrinated as they had been by nearly a century of the Monroe Doctrine and the warnings of Washington and Jefferson, they could not think of themselves in a European war; and not until Germany conclusively showed in her madness her heartless disregard of the lives of innocent Americans could they find the truth dawn on our people.

HYPHENATED GROUPS OVERWHELMED.

Then the hyphenated groups were overwhelmed in a real American public opinion, and our people turned, to use Kipling's expression, "to the instant need of things." Then they came to know the enormous sacrifices, the superhuman effort, and indomitable courage with which Britain and our other Allies had been fighting, not only their own, but our battles. They acquired a dim idea of the incalculable losses of the golden youth of Britain and France and of the heart-rending sorrow that visited every family, high and low, in the struggle. Spurred by these examples, they rushed to arms, and in a marvellously short period were able to furnish the new troops that gave the Allies the needed preponderance with which to win the victory, and to justify the previous four years of noble effort, tenacity, and endurance under untold hardships and burdens without which the world would have certainly succumbed to a military despotism.

Following this war, the overwhelming strain to which the peoples of the Allies were subjected was bound to bring a reaction, and we have all been going through an interval of convalescence. Convalescence is not a period of good nature or common sense, and we much regard bickerings and unreasonable sensitiveness not as a discouragement but as a symptom of recovery. The plan for bringing nations within a permanent agreement for the settlement of all differences and the continuous maintenance of peace succeeded with all the Allies but the United States, so far as making it was concerned. The history of the matter in the United States is part of the politics of that country into which I cannot enter or say who or what prevented the consummation of what many desired.

REACTION AFTER THE WAR.

All I can say about it is that in looking back over the controversy, American membership in the League would have had to overcome a deep-seated popular conviction, confirmed by a century and a quarter's experience, of the wisdom of America's keeping out of European entanglements. Of course, the World War itself shook this conviction, but the reaction from that supreme effort restored some of its strength.

The Senate of the United States is a body of very peculiar governmental functions, and its power in restraining our foreign relations is great and exceptional. The constitutional requirement that no treaty can be binding upon the United States unless initiated by the President and confirmed by two-thirds of the Senate, was intended to surround the affirmative treaty-making power with very serious limitation. It is so rare that any party has a two-third majority in the Senate that it would seem to have been intended to prevent any treaty in the wisdom of which both parties did not concur. Whether this was wise or not is not the question. It is a factor in every international situation in which the United States is concerned, and always (Continued at foot of next column.)

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

ANNUAL MEETING OF CHINA
ASSOCIATION.

CHINA'S WONDERFUL TRADE.

London, July 27th.

Presiding at the annual meeting of the China Association, Mr. D. Landale said, except where fighting had been occurring, trade in China had flourished wonderfully. It might be said that Municipal Government in many great cities and Local Government generally, had been good. Great improvement would result if the people of China could rid themselves of Military Governors—who wasted the country's money on the upkeep of armies for their own personal aggrandisement—and replace them by Civil Governors.

A GREAT STEP TOWARDS
REUNIFICATION.

The coming together of the North and South, if it proved permanent, was a great step towards the unification and establishment of a Central Government. The political position appeared much more hopeful than for many years. China was to be congratulated on the Washington Conference decisions, and the return of Wei-hai-wei should result in no hardship to those who are engaged in trade at the port, provided it was recognised as a treaty port and kept open to foreign trade.

HONGKONG UNIVERSITY'S WORK.

He thought that many who had written on the subject of education of Chinese in this country, had overlooked altogether the work of the Hongkong University.

CHINESE EDUCATION.

FORMING A FOUNDATION FUND.

PEKING, July 27th.

The Cabinet at a meeting this morning approved the allocation of \$70,000 from Chiao Tung Pu monthly for education, which brings the monthly total to \$290,000. Half the revenues of the Kirm and Heilungkiang Government Forests will be devoted to an Education Foundation Fund.

CHINESE MEDICAL PRACTICE.

ENCOURAGING QUALIFIED MEN.

PEKING, July 27th.

The South Tungechow Medical Association has protested to President Li Yuan Hung against the Ministry of Interior's regulations governing medical practice and surgery, on the grounds that the regulations are unduly severe and do not offer encouragement to those qualified. The latter point is believed to be intended to obscure the issue, as the suppression of quacks would certainly encourage qualified men.

The regulations in question provide with regard to Chinese practising foreign science that only men possessing diplomas issued by responsible institutions be allowed to practise, and they make it essential that the old style practitioners be proficient in their science. Those not so qualified will not be allowed to practise their premises will be closed up, and in the event of death or disablement having resulted from their practice, they will be prosecuted at law.

strengthens the hands of those who still stand rigidly for the Monroe Doctrine and its supposed corollary, the doctrine of "hands off" European questions.

But we are making progress. We are acquiring a consciousness of our partnership with the nations of the world and our share of responsibility for what the world does. The war and its lessons have not been lost on us. But the conditions prevailing with us are such that our progress must be slower than some among us would wish. The great step forward made by those treaties affecting the Pacific and the Far East which were signed in Washington last winter, and have been since confirmed by the Senate of the United States, is most significant. It is so not only because of the importance of what the treaties really achieve, but because of the moral effect upon us and the nations who joined with us in the assertion of the interest of all in respect to each, and of each in respect to all.

We have suffered from the war, but less than our European Allies. Our wealth and prosperity have been much less affected. While that increases our comparative power it also increases our responsibility. Our people know this. They know too, that the united action of Britain and the United States in world matters is sure to make for peace. They know, therefore, that it is of the utmost importance that the friendly relations between the two great countries which have maintained, sometimes under most trying conditions, for a century or more, should be made closer not only for the benefit of both, but for the welfare of the world.

As a citizen with no official mandate, I beg the Britons whom I am addressing not to be misled by temporary ebullitions of one faction or another, but to count on the fundamental public opinion of the United States in respect to our foreign relations which will always prevail in a real emergency, and, which regards the maintenance of friendship with Great Britain as a most necessary security for the peace of the world.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages
1745
till
to-dayOBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS*"This pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavour, and still maintains
a world-wide identical quality."*IDEAL FOR
INDIGESTIONPAINS AFTER EATING, FEATULENCE, ACIDITY,
CHRONIC HEADACHES, CONSTIPATION,
OR BILIOUSNESS

The medicinal extracts in Mother Seigel's Syrup act as a tonic to the organs of digestion—stomach, liver and bowels—strengthening and stimulating them so that they again become capable of performing their vital functions, easily and efficiently. If you need a tonic, give Mother Seigel's Syrup a trial after your next meal. If you need medicine to rid you of pains after eating, flatulence, acidity or constipation, Mother Seigel's Syrup is the medicine you need.

Mineral drugs may deaden the pain for a while, but they do not touch the root of the trouble at all. The herbal medicinal extracts contained in Mother Seigel's Syrup are Nature's own remedy, and remove the cause of the trouble in a natural manner. Test it yourself!

**SEIGEL'S
SYRUP**

The large bottle contains over 25 average doses. Also in Tablets.

Perfect Gifts

The leading pen is always an acceptable gift. It is the symbol of friendship, for with every use it will inspire a kindly thought of the donor. It is a beautiful gift, yet useful and lasting, and will prove a constant pocket or desk companion.

**'SWAN'
FOUNTAINS**Sold by Stationers, Jewellers and Importers.
Self-filling Patterns, Standard Patterns,
Safety Patterns. Illustrated List sent free.**MABIE, TODD & CO. LTD.**
Swan House, 133-135, Oxford Street, London, W.1.
Manchester, Paris, Brussels, Zurich, Sydney, Toronto and
Cape Town. Associate House: Mabie, Todd & Co., Inc.,
New York, Chicago.

HUMAN LIFE.

HOW LONG A MAN CAN INCREASE
HIS LONGEVITY?

Dr. S. S. Goldwater, Director of Mount Sinai Hospital, and a well-known physician in America, was asked how long a human being should be able to live given the best conditions.

"We physicians," he told Charles W. Wood, who writes on the subject in the *New York World*, consider ourselves scientists, and scientists are not inclined to indulge in guessing about things concerning which we have no data.

"No data," he repeated.

"Almost no data," he repeated. "Human society hasn't shown much interest as yet in the question of health and long life."

"We have been interested in the tooth-ache, and we've developed dentistry. We have been interested in broken bones, and we have developed surgery. And we have been occasionally interested in plagues and epidemics and have developed bacteriology and sanitation."

"All these things have, incidentally, increased the span of life; but we cannot attempt to estimate how long the human animal can be expected to live until a sufficiently large group is once organized to make the experiment."

PHYSICIAN OF THE FUTURE.

"The physician of the future," Dr. Goldwater continued, "will become less and less a disease specialist and more and more a health specialist. He will be a health organizer. His business will consist not so much of treating the sick as of keeping people well."

This physician of the future, he pointed out, is already here. We may call him a medical adviser, but his chief duties, nevertheless, are not with disease, but with health and strength.

He isn't summoned only when the patient has been stricken with some disease. It is his business to see that the patient is not stricken with disease. It is his business to see that the patient is in such physical trim that average disease germs would pass him by as almost hopelessly well.

Industrial efficiency demands this and far-seeing employers are fast introducing health supervision into their establishments. Good citizenship likewise demands it: cities have learned that they must clean up the slums or they in turn will poison the whole community.

"The Labour Unions in many instances are pioneering in the work; they are establishing their medical and dental clinics, and insisting upon higher and higher standards in the matters of sunlight, air, and sanitation."

EMPLOYED BY EVERYBODY.

"But do you suppose," I asked, "that the time will ever come when practically everybody will employ the services of the health practitioner?"

"Why not?" asked Dr. Goldwater. "Can you think of anything that is more important than health? Everybody employs the services of the farmer, the plumber, the clothier, the carpenter, and the plumber, although everybody may not be conscious of it. But health is the greatest investment that can be made."

"How many years," I asked again, "is it reasonable to expect that man might live?"

"There is no telling," he repeated. "Man may live just as long as he can keep renewing the healthy tissues of his body, so long as he can successfully expel all the toxins, avoid disease and injury, and replace promptly the wasted substance of each worn-out cell."

"Setting any particular limit, in our present state of ignorance, seems to me quite unscientific. If the medical profession once applies itself to the task of extending human life, there is no reason to doubt that its achievements will startle the world."

EVERY-DAY MIRACLES.

"Every day in our hospitals we perform miracles of surgery which a few years ago would have been thoughts impossible. In the matter of disease, however, we are not only curing the supposedly incurable, but are actually eliminating some diseases from human life. Why may we not expect equally marvellous achievements when we once tackle the problem of continuous health?"

"I don't want to suggest," Dr. Goldwater concluded, "that the work of the disease specialist is done. We will continue to need the physician and the surgeon as we have in the past; and the medical schools must continue to equip them for this work."

But the curricula of the schools must inevitably be changed, and in my opinion the change should come immediately. The central idea of the physician's training should be health not disease.

"After graduation some will go into the hospitals and specialize in medicine and surgery, but others will go into the health centre and the clinic and specialize in the physical, mental, and psychic perfection of human life."

OLD WORLD IN THE NEW.

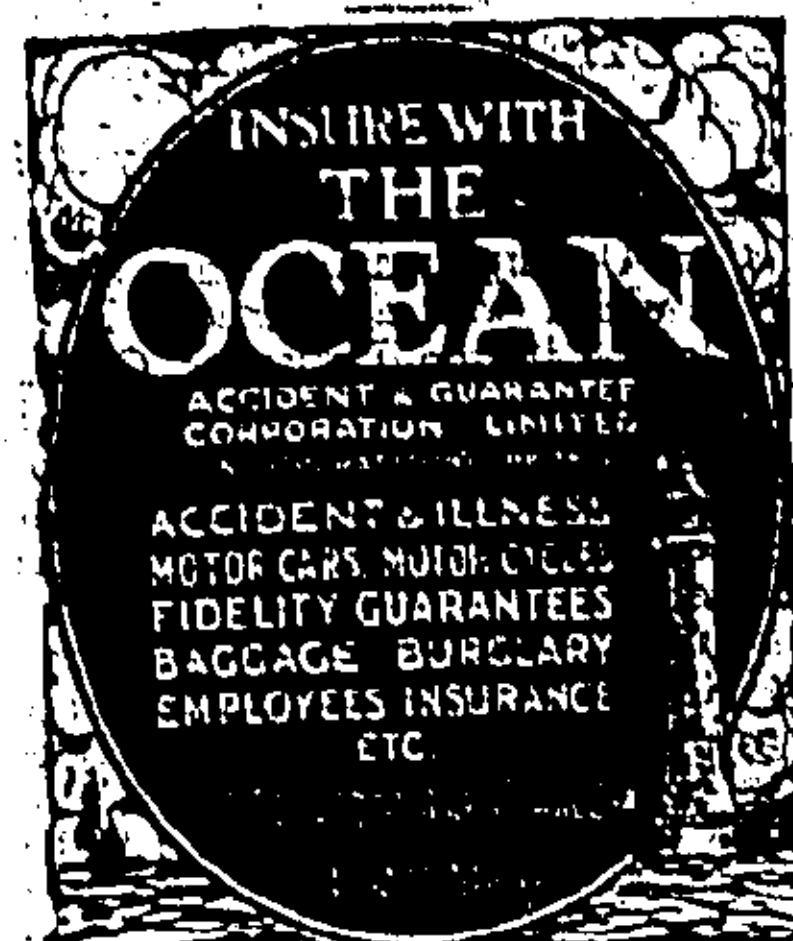
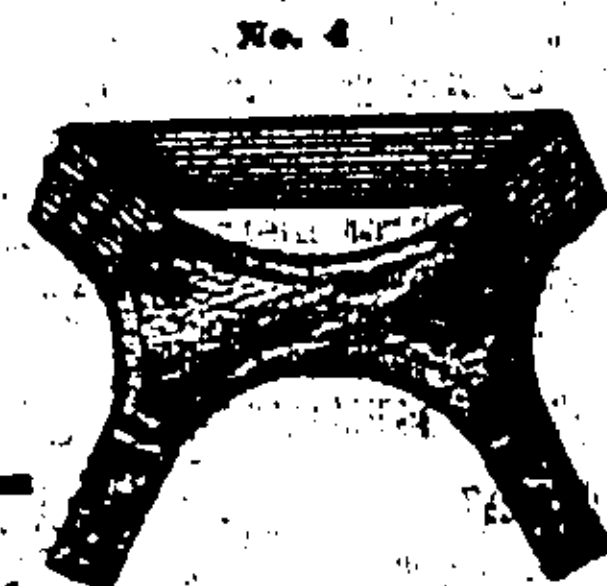
WHERE ELIZABETHAN ENGLISH
IS SPOKEN.

"There is in a little shut-off village in the Appalachian Mountains of North America a colony of people who speak the most beautiful Elizabethan-period language and have all the Old English charm of manner."

Mr. Cecil H. Sharp made this declaration at a meeting of the British Women's Patriotic League last month.

"I found them," he continued, "in my recent search for Old English folksongs. Their ancestors emigrated about 200 or 250 years ago to Virginia. It was from them that I was able to re-establish some of the old-fashioned English songs, music, and dancing."

"The old people—none under seventy-five—sang as naturally as other people talk, and quavered out to me in shrill, broken voices some of the most exquisite Old English ballads and danced Old English dances."

SHANGHAI OFFICE—
6A, PEKING ROAD.AGENTS for Hongkong
and South China.
DODWELL & CO., LTD.
TELEPH. 1030 2, QUEEN'S BLDG.They Hold the Hose
Dependably and
Securely

All trimmings used in connection with

**PARIS
GARTERS**

are rust-proof, insured against breakage or corrosion. They are small and neat in design, yet hold the hose with utmost security.

This is only one of the five famous reasons why discriminating men the world over insist on Paris Garters.

Do not accept an imitation—be sure to get the genuine. All good haberdashers sell Paris Garters.

A. STEIN & COMPANY
Makers—Chicago, U. S. A.

Distributors:

Muller & Phipps (Asia), Ltd.

Hong Kong

**MARTIN'S
APOLASTEL
PILLS**

A French Remedy for all Irrregularities.
Thousands of Ladies every year keep a box of Martin's Apolastel Pills in their medicine chest as a safeguard against the possibility of the system becoming deranged by irregularities of the system. A lady does not know how to get rid of her troubles until she has tried Martin's Apolastel Pills. All Chronic and Acute Disorders of the Female System, such as Pimples, Eruptions, Itchiness, etc., are cured by Martin's Apolastel Pills.

**MARTIN'S
APOLASTEL
PILLS**

"CHASTE ENGLISH."

VALUE OF A COMMON LANGUAGE.

His Royal Highness the Crown Prince of Sweden attended a dinner of the Anglo-Swedish Society, of which he is a patron, on June 2nd in honour of Mr. John Galsworthy. Over 200 members and friends attended the gathering, which was held in the Hotel Cecil, with Lord Cozens-Hardy (president) in the chair.

Proposing the health of the Crown Prince, the Chairman said that the society encouraged by way of scholarships, and interchange of families a knowledge of each country by the other, and he was glad to know from the Crown Prince that in Sweden similar societies had been formed with the same object and the same scope.

Mr. Galsworthy, in replying to "The Visitors," said that it was a great pity that nations did not know each other better. The peoples of Europe were like Englishmen travelling in a first-class railway compartment. It took an accident to make them even look at each other, and before they had fallen into conversation the carriage must have been set on fire. (Laughter.) Englishmen knew that they were not conversationalists, and they were really afraid of boring each other.

Nations were not so sensitive. (Laughter.) The lack of a common language had been a great divider of mankind—not that he was a believer in a patent, artificial, universal language. He suspected that the universal language question was really settled by the Vikings and the sea-going habits that they brought to these islands. Nearly all foreigners spoke English more correctly than we did. There was, for example, no comparison between the diction of his Royal Highness and the child whom he (Mr. Galsworthy) heard speaking of his dog on Hampstead Heath: "Ere, ere, see that bloomin' dorg. Ketch 'im by 'is blinkin' tile and cop 'im one on the boko." (Laughter.) That was the variety of English that three-quarters of us spoke; for the chaste, classical variety we had to go abroad. (Laughter.)

WORLD THEATRE

Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 p.m. and 9.15 p.m.

REALART PICTURES

presents

THE DAINTY STAR OF CHARM AND YOUTH

MARY MILES MINTER

in

ONE OF THE MOST DRAMATIC STORIES

"EYES OF THE HEART."

SMILING BILL PARSONS in "THE NEW BREAKFAST FOOD."

2.30 & 7.15 p.m.

GEORGE B. SEITZ in "SKY RANGER."

Episodes, 4 & 5.

SUNDAY MATINEE, 6 p.m.

BRYANT WASHBURN in "THE WAY OF A MAN WITH A MAID."

IMPORTANT PUBLICATIONS.

INTERESTING TO SCIENTISTS, HISTORIANS AND
BIBLIOLOGISTS.

Books and Pamphlets which have been welcomed and placed in the Libraries of the
Great Universities and Scientific and Geographical Societies of the World.

By TSE TSAN TAI (謝振泰)

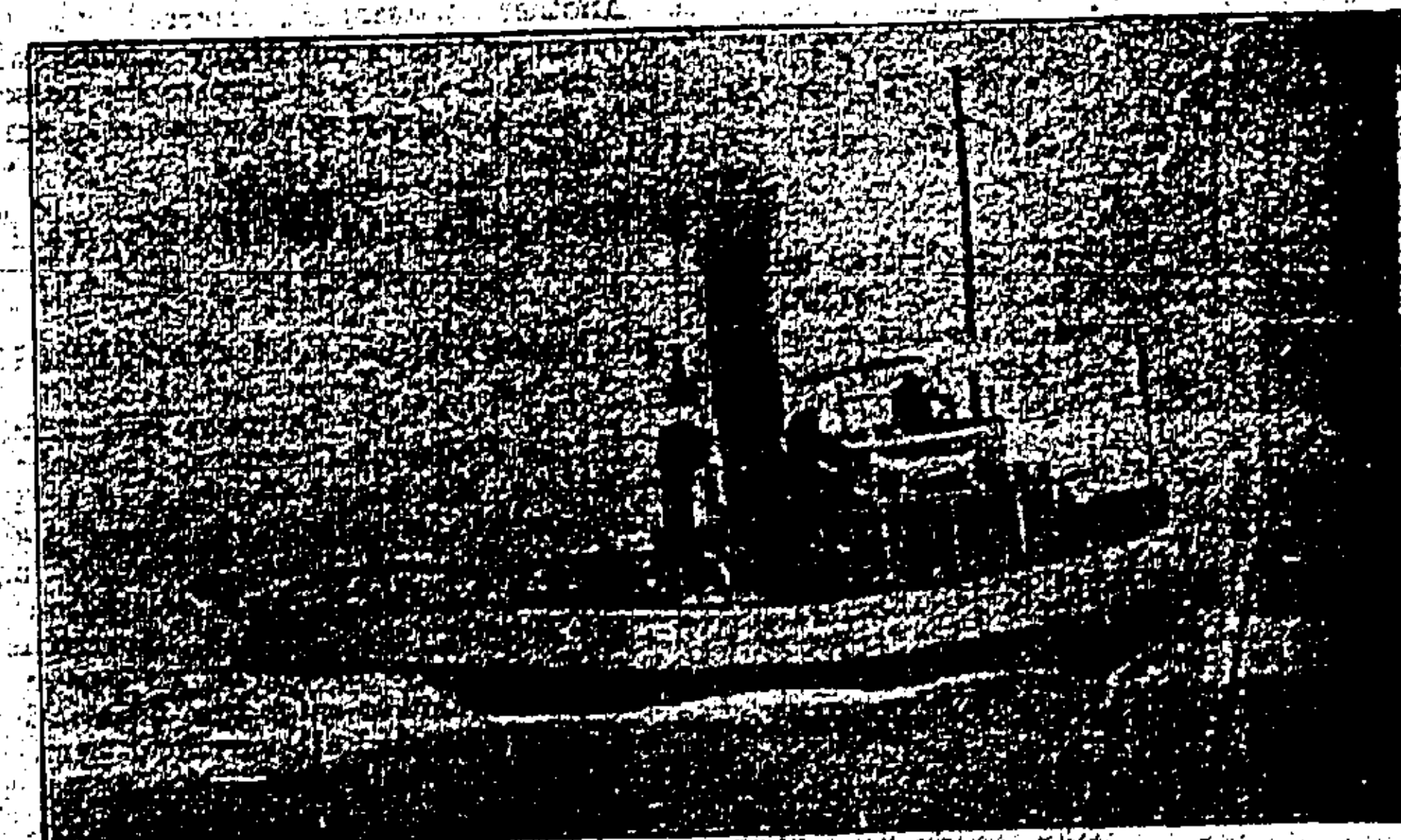
The Real Situation of "Eden" (Cradle of the Human Race), and the Origin of the Chinese... \$1.00.
Do. do. Chinese Edition... \$0.50.

SUPPLEMENTARY PAMPHLETS.

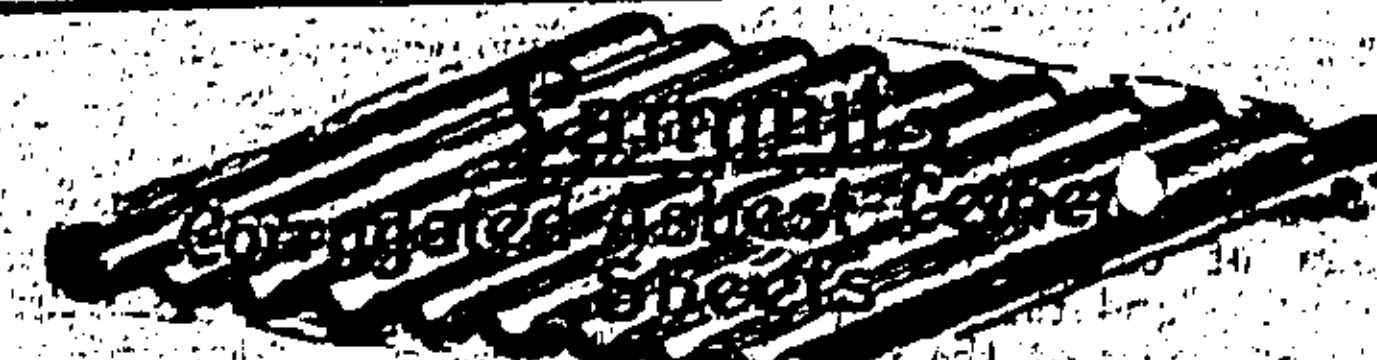
- 1.—The Truth and the Cause of The Deluge, and the Sudden Freezing of Northern Asia ...
 - 2.—Proofs of The Deluge and the Upheaval of Asia and subsidence of the Pacific Continent ...
 - 3.—The Real Situation of the Cradle of the Human Race ...
 - 4.—China in time of The Deluge, and the Origin of Crustaceans of Taihu Lake ...
 - 5.—Historical, Geological, and Scientific proofs of the Bible Record of "Eden" and the "Flood" ... \$1.60.
 - 6.—Origin of Loess deposits of the World. Fallacy of the four "Great Ice Ages." ...
 - 7.—Solution of "The Dark Mystery of the East." Origin of Ancient Human Bones of Mexico ...
 - 8.—What was the colour of our Primitive Ancestors? ...
- The Real Mountains of Ararat ... \$0.30.
Life of the Author by CHESNEY DUNCAN ...

KELLY & WALSH, LIMITED.
HONGKONG.**W. S. BAILEY & CO., LTD.**
SHIPBUILDERS, MARINE AND LAND ENGINEERS.

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



OLD-FIXED TUG BOAT "ELON" BUILT BY W. S. BAILEY & CO., LTD.
Boiler Makers, Founders and Constructional Engineers and Repairers.



The Ideal material for Hot climates.
For roofs, partitions & ceilings.

It is light & strong.
It does not conduct heat.
It is practically indestructible.
It does not rust or corrode.
It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and give you particulars.

SOLE AGENTS—

DODWELL & CO., LTD.

Telephone 1030

Machinery Dept.

1113

WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL,

KNIGHTSBRIDGE, LONDON, S.W. 3.

Run by the owner, has the best situation, and is First Class. One minute's walk from HARRISON, HYDE PARK, and ST. JAMES'S STREET. 100 Bedrooms with Hot and Cold water, ample Bathrooms, pleasant Restaurant and Lounges, Luggage stored for any period, also room for sorting and packing. "En Pension" terms from 22/6. Double rooms without food from 22/6. Single from 11/6. Baths included. Excellent Cuisine.

KNIGHTSBRIDGE STATION is in the building from which any part of London is reached in a few minutes.

Telegrams: "SPOTLESS," LONDON.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

S.S. "KUTSANG"

The Company's new steamer (as above) 141 knots, 5,874 tons gross, will be despatched at 3 p.m. on 29th July for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to Rangoon, Madras, Port Swettenham and Dutch East Indies.

This steamer has the most up-to-date accommodation for 22 first class passengers, all State-rooms, Bath-rooms, Saloon and Smoking Room being fitted with the very latest improvements. A qualified Doctor is carried and every comfort is assured. Wireless is installed and refrigerators allow of a constant supply of fresh food.

For further particulars, please apply to

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BERAUAN-DELI Direct.
8th August.

1st Class Fare to Singapore: \$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:-

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS:

MITSUBI BUSSAN KAISHA LTD.

HONGKONG:



CHURCH OF ENGLAND.

WHAT DOES IT STAND FOR?

At the morning service at Westminster Abbey, on June 18th, the Bishop of Durham, the Rev. Hensley Henson, delivered an important sermon on the present position of the Church of England. It seemed to him, he said, to be right that he should avail himself of that pulpit, a national pulpit, in order to direct public attention to a categorical repudiation of the Thirty-Nine Articles, which had been made by an important section of English Churchmen, and to demand in the name of religious sincerity that that famous Confession of the doctrinal standard of the Church of England, should be reconsidered, and if necessary revised, without further delay.

Preaching from the text, Romans xii. 9: "Let love be without hypocrisy," the bishop said the parasite of Christian love was hypocrisy, acting a part, pretending more than really was, professing more than was meant. It was so in the age of the Apostles; it had ever been so in the Church. Whenever Christian sentiment was more than commonly effusive, then they might be sure that hypocrisy was near at hand. Could it be the case that their own Church was at this moment rather specially in need of the Apostle's warning? "Let love be without hypocrisy." Within the last month," continued the preacher, "two documents have been published. The one is the report of a conference held at Lambeth between Anglicans and Nonconformists, under the presidency of the Archbishop of York; the other is a Declaration of Faith addressed to the great church of Constantinople, and subscribed by a number of Anglican clergymen, headed by Bishop Gore. These two documents, both claiming a high degree of representative character and proceeding from members of the same Church, conflict so sharply in spirit, substance, and outlook that they must needs move the wondering curiosity of the public and the anxious thought of considering English Churchmen. Has the conflict of parties within the National Church reached the point of actual divergence?

TIME TO EXAMINE CHURCH'S PLATFORM.

Many circumstances unite to indicate that the time has arrived for a thorough and complete reconsideration of the historic 'platform' of the Church of England. It will suffice to indicate two—first, the definite repudiation of the old national character and constitution, and the transformation of the National Church into a self-governing denomination with a registered membership, and next the expansion of Anglicanism throughout the world. The first disallows the assumptions of the English Reformation; the last discloses the inadequacy of a national system. "Because," so runs the Encyclical Letter of the Lambeth Conference, "our Church has spread over the world, and still more because we desire to enter into the world-wide fellowship of a reunited universal Church, we must now begin to clear ourselves of local sectional, and temporary prepossessions, and cultivate a sense of what is universal and genuinely Catholic, in truth and in life." If we assume for the sake of argument that the existing 'platform' of the Church of England, that which is formulated in the Thirty-Nine Articles, is now properly untenable, we must stop short at that admission. Some 'platform' an independent Church must have if it is to justify its existence, in a divided Christendom. The necessity of coming to an agreement on this cardinal matter was pressed on the bishops, for they are entrusted with the duty of securing, for the clergy whom they ordained, instituted, and licensed categorical assurances that they, the commissioned officers of the Church of England, personally endorsed its present doctrine and discipline, as set forth in its official standards the Thirty-Nine Articles and the Book of Common Prayer. "Every clergyman in England made the following declaration, and was admitted to his ministry on the explicit understanding thus confessed:—

"I assent to the Thirty-Nine Articles of religion, and to the Book of Common Prayer, and to the ordering of bishops, priests, and deacons. I believe the doctrine of the Church of England as therein set forth to be agreeable to the Word of God, and in public prayer and administration of the Sacraments I will use the form in the said book prescribed, and none other, except so far as shall be ordered by lawful authority."

"It is the fashion now," the bishop continued, "to belittle the Thirty-Nine Articles, as if they carried no authority which an English clergyman need respect; and yet, even when due allowance has been made for the time and place of their composition a considering man will maintain that they cannot be so lightly dismissed, nor assent to have them regarded so flippantly. We may admit with the Lambeth Committee of 1889 that 'the Articles are not all of equal value, that they are not, and do not profess to be, a complete statement of Christian doctrine, and that, from the temporary and local circumstances under which they were composed, they do not always meet the requirements of Churches founded under wholly different conditions.' And nevertheless we shall regard them as the formal statement of the Anglican 'platform' formulated in the sixteenth century, when the mighty fabric of Western Christendom was broken up, and the fragments of the once-united Church had to show cause for their independent existence." It might fairly be asked whether it was reasonable to face the modern world with the unaltered 'platform' which served the Church of England well enough under Elizabeth and Charles II.—Could the Church of England, with respect to its Articles (that was to the document in which it had proclaimed to the world, and for three and a half centuries continually affirmed, the reasons for its independent existence), agree to accept the view clearly formulated by Bishop Gore, and the clergy who had addressed the Eastern Patriarch:

"We account the Thirty-Nine Articles of religion as a document of secondary importance concerned with local controversies of the sixteenth century, and to be interpreted in accordance with the faith of the universal Church of which the English Church is but a part."

THE NINETEEN CREED.

"Ought we, as bishops," remarked the preacher, "to encourage clergy and ordination candidates to interpret the 'assent' to the Thirty-Nine Articles, which we are required by the law to receive from them, as meaning no more than this? Does the statutory declaration that the clergyman believes the doctrine of the Articles to be 'agreeable to the Word of God' imply no measure of personal endorsement? If so, what value do the Articles possess? What security to the congregations do they provide? What indication of the present belief of the Church of England do they disclose? The Nineteen Creed itself was concerned with a local controversy of the fourth century. Is it therefore of secondary importance? Would anyone seriously maintain that the matters in debate between the Church of Rome and the Church of England were then in the 16th century or now in the 20th so to be described? Let any considering English churchman be at the pains to read through the Articles, and to strike out with his pencil everything which he thinks properly superfluous or anachronistic or really untenable, taking always into his reckoning the actual situation of Christendom at the present time, and I think he will find that there is quite enough left to justify here and now that historic character as the authoritative statement of the Anglican position in a divided Christendom. It is indeed pointing out that the claim of individual clergymen to interpret the Articles in accordance with the faith of that universal Church of which the English Church is but a part, ignores that necessary function, which is precisely that of stating authoritatively how the Church of England itself understands that 'faith of the universal Church' in those matters respecting which there is controversy and obscurity in Christendom. What the claim really means is to substitute for the Church of England some other interpreter, who may, if he will, interpret the universal faith otherwise than the Church of England in its Articles has interpreted it. The signatories of the Declaration to the Ecumenical Patriarch will certainly not dissent from this view, for they have acted on it, and set down as their view of the faith of the Church of England a long series of propositions, some of which contradict flatly the teaching of the Thirty-Nine Articles, and all of which are inspired by a spiritual temper curiously remote from that which the Articles express. Is it not evident that the time has come for the Church of England to reconsider the Thirty-Nine Articles? We can hardly invite the representatives of other churches to negotiate about reunion until we have reached agreement as to our own position. I cannot think our discussions of reunion are free from the taint of hypocrisy while we ignore a domestic situation which really precludes us from sincere or serviceable negotiation with other churches."

Could we rightly approach the Protestant churches with one standard of doctrine and the Eastern Churches with another? The problem of reunion could not be simplified into the single issue of episcopacy. There was a previous question to be answered, more searching and more fundamental: "Can two walk together except they be agreed?" "It has seemed to me," concluded the bishop, "right to avail myself of this pulpit, which in a peculiar sense may be described as a national pulpit, in order to direct public attention to the categorical repudiation of the Thirty-Nine Articles, which has now been made by an important section of English Churchmen, and to demand in the interest of religious sincerity that the famous Confession, which, as recently as 1865, was deliberately accepted as the doctrinal standard of the Church of England, shall be reconsidered, and, if necessary, revised, without further delay. I must needs think that all negotiations for reunion with other churches ought to be suspended, and will certainly be without result, until this indispensable work has been carried through, and the Church of England is again able to say distinctly what precisely it stands for in a divided Christendom. A policy of candour may cause immediate disappointment, but it will justify itself in the long run to all men of goodwill."



Teach Children To Use Cuticura Soap

Because it is best for their tender skin. Help it now and then with touches of Cuticura Ointment applied to first signs of redness or roughness. Cuticura Talcum is also excellent for children.

Single Tablets 1/6, Ointment 1/6, Talcum 1/6. Sold throughout the Empire. Indispensable for the family. Cuticura Soap shows without stain.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

Destination	Ship	Day	Time
KORE	"LAISANG"	Saturday, 29th July	3 p.m.
MANILA	"YUENSANG"	Saturday, 29th July	3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Saturday, 29th July	3 p.m.
TSINGTAU via SWATOW	"HOPFANG"	Sunday, 30th July	Noon
TSINGTAU via SWATOW	"CHOYANG"	Tuesday, 1st Aug.	Noon
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 1st Aug.	Noon
HAIPHONG via HOIHOW	"MINGSANG"	Wednesday, 2nd Aug.	D.L.
SANDAKAN	"HINSANG"	Wednesday, 2nd Aug.	Noon
TIENTSIN	"CHIPSANG"	Thursday, 3rd Aug.	Noon
KOBE	"NAMSANG"	Thursday, 3rd Aug.	Noon
TSINGTAU via SWATOW	"KWONGSANG"	Friday, 4th Aug.	Noon
SHANGHAI via SWATOW	"TUNGSHING"	Sunday, 19th Aug.	9 p.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 29th July	3 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on dates.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 6,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

Telephone No. 315.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong	Discharge
"GLENADE"	15th August	15th August
"GLENABIFFE"	30th August	30th August

HOMWARDS.

Vessel	Leave Hongkong	Discharge
"GLENBEG"	4th Aug. LONDON, ROTTERDAM, ANTWERP & HAMBURG.	
"GLENBANE"	23rd Aug. GYDA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENLUCE"	2nd Sept. GYDA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 315 sub-ex. 22 and 3098

JAPAN COAL

AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

Pictures never die!

If you take pictures now, you will always have before you pleasant and inspiring memories of days that you wish should never die. Picture-taking is a good habit. Let us get you started in it TO-DAY!

A TACK & Co.,

26, DES VOEUX ROAD, CENTRAL.

PEACH'S CURTAINS

Send for Buyers' Guide Free, Showing Latest Styles and Prices. Direct from the Manufacturers. CURTAINS all Makes. CASEMENTS, MARQUEE, CRETONNES, CARPETS, HOUSEHOLD LINENS, UNDERWEAR, LACES, Etc. "Buy Direct" from the Manufacturers. 50 years' Reputation. Special Shipping facilities. Delivery guaranteed. PEACH & SONS, 694, The Leas, ROSSINGTON, ENGLAND.



CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

It increases vital energy and nerve force, cures Nervous Exhaustion, Neuritis, Neurasthenia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP.

FOR ALL NERVOUS EXHAUSTION REMEDY

CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

CHAPOTEAUT'S NERVOUS EXHAUSTION REMEDY

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF CAMBRIDGE" ... 3rd Aug. ... Havre, London, Antwerp & Hamburg.
S.S. "CITY OF MANCHESTER" ... 26th Aug. ... Marseilles, London, Antwerp & Hamburg.
Subject to change without notice.
For particulars of freight and passenger rates apply to—

THE BANK LINE, LTD.

or SHEN & CO., CANTON

General Agents.

11

BOSTON AND NEW YORK

Joint service of the

"BLUE FUNNEL" LINE

JOHAN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "EUMAEUS" ... via Suez Canal ... 5th August.
S.S. "TELEMACHUS" ... via Suez Canal ... 15th August.
S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th August.

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.)

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE, YOKOHAMA	"CORDILLERE" 10,000	On or about 4th Aug.
	"AMAZONE" 11,000	On or about 18th Aug.
	"ANGKOR" 15,000	On or about 1st Sept.
MARSHALLS, via HAI- PHONG, RAIGON, SINGAPORE, PEN- ANG, COLOMBO, SUEZ, GIBRALTAR, PORT SAID	"ANDRE LEON" 22,000	On or about 8th Aug.
	"AMBOISE" 15,000	On or about 22nd Aug.
	"CORDILLERE" 11,000	On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUN- KIRK & ANTWERP

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)
For further particulars, etc., apply to

CONSIGNATION, TRANSIT, REPRESENTATION.
Telephone 740.

A. JOHARD, Acting Agent, Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms, stores and excellent cuisine.

FOR:

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. J. S. Thomson ... Saturday, 29th July, at 1 p.m.
HAIHONG ... Capt. W. C. Pasmore ... Friday, 4th Aug., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Managers.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. CO. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZU MARU" ... on or about 4th Aug.

For further particulars, please apply to—

Branch Office:
No. 77 Bankers Street, West.
Tel. No. 155.

SUMITABAI
Agent,
Top Floor, King's Building,
Tel. No. 146.

P. & O. British India
Apcar and
Eastern & Australian
Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, Egypt, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHGAR"	9,000	30th July, 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltor, Plymouth & London.
"SICILIA"	6,705	16th Aug.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, London & Antwerp.
"SARDINIA"	5,518	29th Aug.	do do do do do do.
"JEYPORE"	8,095	30th Aug.	do do do do do do.
"DEVANHA"	8,095	15th Sept.	do do do do do do.
"NOVARA"	10,613	27th Sept.	do do do do do do.
"MACEDONIA"	8,067	11th Oct.	Bombay, Marseilles, London & Antwerp.
"KALVAN"	8,056	25th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	9,000	8th Nov.	do do do do do do.
"KEYBER"	7,000	22nd Nov.	do do do do do do.
"NANKIN"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARALA"	9,000	20th Dec.	Marseilles, London & Antwerp.
"KASHGAR"	7,300	3rd Jan., 1923	do do do do do do.
"PLASSY"			

BRITISH INDIA - APCAR SAILINGS

"JAPAN" 6,085 3rd Aug. Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS" 4,000 3rd Aug., 11 a.m. (Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne, & Calla Sandakan.)

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonnage	Sailing	Destination
"ALIPORE"	5,572	29th July, Noon	Kobe, Shanghai & Japan.
"DEVANHA"	8,095	1st Aug.	Shanghai only.
"SICILIA"	6,702	3rd Aug.	Kobe & Yokohama.
"EASTERN"	4,000	5th Aug.	Shanghai & Kobe.
"GREGORY APCAR"	4,949	8th Aug.	

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in first of the section of their P. & O. Ticks to Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 9 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
Cargo only.

MACKINNON, MACKENZIE & CO.

32, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT

ALTERATION

LONDON, HAMBURG, ROTTERDAM, BREMEN, MARSEILLES

Monthly direct service via Singapore and Port Said

SINGAPORE, SUEZ, RIO DE JANEIRO, SANTO, DURBAN

DAILY SERVICE TO SINGAPORE & SINGAPORE, PASSENGER SERVICE

"CANDIA MARU" ... 22nd Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"HONOLULU MARU" ... 8th Aug.

HAIPHONG, BANGKOK, & SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... 1st Aug.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"ANNAN MARU" ... 3rd Aug.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Dalme.—Taking

cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"MANILA MARU" ... 5th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan, Port, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... 12th Aug.

NEW ORLEANS LINE via SUEZ

"SUMATRA MARU" ... 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ALMA MARU" ... 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda- tion for 1st and 2nd class saloon passengers.

"KAIJO MARU" ... Every Sunday, Noon.

"AMAKURA MARU" ... Thursday, 10th Aug.

TARAO via SWATOW & AMOY

"BOHRI MARU" ... Y. FARADA, Manager.

Tel. No. 420.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE" ... 1st August

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED (Incorporated in Great Britain) 81, George's Br'g.

Telephone 2165. Telegrams (Fareastprince).

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For WEIHAIWEI, CHEFOO & TIENTSIN ... "HUICHOW" ... On 29th July, 4 p.m.
SWATOW & SHANGHAI ... "SHICHUEN" ... On 30th July, 4 p.m.
HAIKOW, FAKHOI & HAIPHONG ... "KAIKONG" ... On 1st Aug., D.L.
SWATOW, SHANGHAI & TSINGTAO ... "YINGHOU" ... On 1st Aug., noon.
SWATOW & BANGKOK ... "KIANGSU" ... On 1st Aug., 3 p.m.
AMOY & SHANGHAI ... "SUIYANG" ... On 3rd July, 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation and ships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yunnan and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weening.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

TELEPHONE 25.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	In port.	29th July, Noon.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

Telephone No. 25.

SLAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

TELEPHONE 24.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

S.S.	Leaves Hongkong	Arrives San Francisco
"PRESIDENT LINCOLN" (formerly "HOOBIE STATE")	Aug. 22nd	Sept. 14th
"PRESIDENT CLEVELAND" (formerly "GOLDEN STATE")	Sept. 18th	Oct. 5th
"PRESIDENT WILSON" (formerly "EMPIRE STATE")	Oct. 4th	Oct. 26th

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, RANGOON and CALCUTTA

S.S. "LAKE PAUL" ... Aug. 2nd, at Noon.

TAMPA INTER-OCEAN S.S. CO.

FAR HAVANA, NEW ORLEANS, NEW YORK

S.S. "HEFFRON" ... Aug. 19th

S.S. "VICTORIOUS" ... Aug. 30th

Sailings and Fares Subject to change without Notice.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.

Agents at CANTON—REISS & Co.

13

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

S.S. "EGREMONT CASTLE" ... sailing on or about 8th August.

S.S. "DACRE CASTLE" ... Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBI PORTS.

FUTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "THACIA" ... sailing on or about 19th August.

FOR BRINDISI, VENICE & TRIESTE

S.S. "THACIA" ... sailing on or about 5th September.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

74

